necessary. But everything depends on the urgency of the matter and the availability of funds. There is a road, at present known as the Punnatra Church approach road. That is being maintained by the Public Works Department from 1104, for the last three years, at a cost of Rs. 50 per annum.

The Chief Engineer proposes to enquire into the question of improving the Kottayam-Illikkal road and the repair of the bridges on it; and he will submit reports and estimates as soon as possible.

As regards your last point, the river is so winding that any attempt to improve it or to widen it will be very costly. It will therefore have to wait for better times.

45. Irrigational facilities in the Kunnatnad taluk

MR. P. NARAYANA PILLAI (*Kunnatnad taluk, Group I*) said that Kunnatnad was purely an agricultural taluk. But it lacked natural facilities for agriculture. Most of the lands were irrigated by bailing water from deep wells. The taluk yielded an annual income of Rs. 8 lakhs but the Government have not done anything substantial in return either by way of developing agriculture or otherwise. The Periyar water could easily be made use of for irrigating the lands now irrigated by well water by erecting a dam at Adirapalli where there was a waterfall and constructing the necessary distributary channels. It was regrettable to note that lands in British India were benefited by the Periyar water, while the lands in Travancore which were entitled to the use of that water were not so benefited. In this connection, the member said that the inhabitants on the banks of Mullaperiyar were put to much hardship and loss on account of the indiscriminate letting out of the surplus water by the Dam Supervisor without notice with the result that even loss of lives occurred. This should be prohibited by restricting the level of water above the dam and regulating the letting out of the surplus water. The Adirapalli scheme has been under the consideration of the Government for a very long time but has not yet materialised. As this scheme would benefit a large number of agriculturists who were on the verge of ruin, the Government should take it up immediately without allowing it to lie over on grounds of finance.

DEWAN'S REPLY: Mr. Narayana Pillai, the scheme suggested by the Economic Development Board to make use of the Periyar water for irrigation purposes has been referred to the Chief Engineer. He will be asked to expedite his report and it will be considered. He will also be asked to report on the grievances against the Superintendent of the Periyar Dam.

46. Roads and communications

MR. H. O. L. MARIKAR (*Devicolam taluk*) first spoke about the need for making improvements to the Northern Outlet road. This was one of the most important roads in the State. The nearest railway station on the northern side of the Devicolam taluk was 18 miles

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away and Pollachi, a chief trading centre in South India, 35 miles away. The bulk of the trade of the taluk was with three places in the Coimbatore District. The Northern Outlet road was the sole outlet to the British District on the northern side. The British postal mail was also carried along this road. Thus it bore a heavy traffic. It was opened before the advent of motor traffic and has not been materially improved since. Only the annual maintenance allotment was spent on the road and improvements made to the extent possible. This was hardly sufficient. The road had many dangerous curves and parapet walls were necessary in several places. A special liberal allotment should be provided for making the necessary improvements to this road.

The suspension bridge at Anakkalpatti was in a very dangerous and dilapidated condition. During the monsoon times, it served no purpose. A four feet bridge should be newly constructed at this place This was an absolute necessity for the agriculturists who had to take their cattle from one side of the river there to the other.

A cart road connecting Devicolam with Peermade was a desideratum. The two taluks were administered by the same officer. Parts of a road connecting the two places had already been constructed by certain European planters. What the Government had to do was only to extend the Periakanal road up to Kallar and make it fit for cart traffic. The extension would be of much benefit to owners of cardamom lands in the Bison Valley.

The Government had sanctioned a sum of Rs. 3 lakhs for the construction of the Neriamangalam bridge. The Neriamangalam-Pallivasal road was not of much use to the people without this bridge. During the monsoons, even a ferry boat could not be safely taken across the Neriamangalam river. The bridge should therefore be completed as speedily as possible.

DEWAN'S REPLY : Mr. Marikar, now that the Neriamangalam-Pallivasal road has been completed, the Chief Engineer will be asked to investigate the question of opening the Northern Outlet road.

An estimate has been prepared for the reconstruction of the bridge at Anakkalpatti, and it is under consideration.

Of the Peermade-Devicolam road a length of about nine miles has been completed up to Periakanal. The remainder of the road is under investigation ; and the question is under correspondence with the estate-owners.

In regard to the need for a cart road from Periakanal, the work has to be investigated ; and it will have to wait, because we have to spend money on the other roads.

The construction of the Neriamangalam bridge will very soon be taken in hand.

47. Means of communication in the Kottayam taluk.

MR. ABRAHAM JOHN (*Trading Classes, Kottayam*) urged the need for opening a canal from the Kottayam Market landing to Nagampadam. This had been pressed at several previous sessions including the

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